

REGULATIONS
MODIFYING AND SUPPLEMENTING
VALUATION ORDER NO. 1

AS PRESCRIBED BY THE
INTERSTATE COMMERCE COMMISSION
IN ACCORDANCE WITH SECTION 19A OF THE
ACT TO REGULATE COMMERCE

FIRST ISSUE

Effective November 21, 1914



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON
1928

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Item IV
#4

INTERSTATE COMMERCE COMMISSION

MODIFYING AND SUPPLEMENTAL ORDER

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 21st day of November, A. D. 1914

It is ordered, That, as to each steam railway carrier operating its own property and having less than one hundred (100) miles of main-line roadway and gross earnings from operation of less than three thousand dollars (\$3,000) per mile for the year next previous to the year fixed by the commission for the valuation of its property, the Map Order, so called, pertaining to steam railway carriers, made and entered by the commission under date of January 12, 1914, as amended by Order No. 5, made and entered by the commission under date of November 21, 1914, be, and it is hereby, modified and supplemented by inserting therein, in lieu of sections 15, 16, and 17 thereof, the following:

15. On the right of way and track map.

On the right of way and track map shall be shown the following data:

(a) *Boundary lines of all right of way.*—The term “right of way” as herein used includes all lands owned or used for purposes of a common carrier, no matter how acquired.

Show: Width of right of way, in figures, at each end of the sheet and at points where a change of width occurs, with station and plus of such points, where known; boundary lines and dimensions of each separate tract acquired, where known; a schedule of deed, custodian's number, the name of grantor and grantee, kind of instrument, date and book and page where recorded. Each tract of land shall be given a serial number and listed serially in the schedule. The schedule shall also include references to leases to the company, franchises, ordinances, grants, and all other methods of acquisition.

(b) *Boundary lines of detached lands.*—Where same can be shown clearly. The term “detached lands” as herein used includes—

(1) Lands owned or used for purposes of a common carrier, but not adjoining or connecting with other lands of the carrier.

(2) Lands owned and not used for purposes of a common carrier, either adjoining or disconnected from other property owned by the carrier.

Show: Boundary lines and dimensions, where known; distance and bearing from some point on the boundary line to some established point or permanent land corner, where practicable; and separately, on the schedule above, the lands not used for purposes of a common carrier.

(c) Omit this paragraph.

(d) *Intersecting divisional land lines.*—Where the information is in the possession of the carrier, show: Section, township, county, State, city, town, village, or other governmental lines, with names or designations; the width and names of streets and highways which intersect the right of way; and the approximate station and plus at all such points of crossing or intersection with center line of railway or other railway base line.

(e) *Division and subdivision of lands beyond the right of way.*—Omit this paragraph.

(f) *Alignment and tracks.*—Show: The center line of each main and side track; the length, in figures, of all side tracks from point of switch to point of switch, or point of switch to end of track; all other railways, crossed or connecting, and state if crossing is over or under grade, and give name of owner of such tracks; survey station number at even 1,000 scale-feet intervals, and station and plus at points of all main-line switches, at points of curves and tangents, and at beginning and ending points on each sheet; the degree and central angle of curves; and joint tracks and ownership thereof.

(g) *Improvements.*—Show: Station and office buildings, shops, engine houses, fuel stations, water stations, etc. (owned by the carrier), in general outline, where it can be done clearly. Also indicate conventionally, where practicable, bridges, trestles, culverts, tunnels, retaining walls, cattle guards, mileposts, signal bridges and ground masts, fences by note only, and other principal railway structures owned by the carrier, with general data as to dimensions, and, where practicable, pipe lines, sewers, underground conduits, paving, curbing, or similar works located on the right of way of the carrier or adjoining and owned by the carrier in whole or in part. Give approximate station and plus to all important structures which are outlined above.

(h) *Topographical features.*—Where practicable, show: Rivers, creeks, watercourses, highway crossings, etc. Give names, where known, and when highway crossings are over or under grade, so state.

16. *On station maps.*—Omit this section.

17. *On profile.*—The following data shall be placed on all profiles:

(a) *Roadway.*—Show: The present grade line (top of the roadbed subgrade or top of main-line rail); rates of grade; elevations (sea-level datum) at all points of change of grade, at each end of sheets, and where profile is "broken," at 50-foot (scale) intervals; and the station and plus to points of change of grade and station numbers at each 1,000-foot (scale) interval near lower border of sheet.

(b) *Structures.*—Show: Bridges, trestles, culverts, tunnels, and other principal roadbed structures in vertical projection, existing mileposts, and the approximate station and plus of each of the above indicated improvements.

(c) *Quantities.*—Profile of railways built after June 30, 1914, shall show for each mile a summary of construction quantities to subgrade, including roadway, bridges, and culverts. The summary of quantities shall be in detail according to the standard classification of units used by each carrier.

(d) *Alignment and track.*—Omit this paragraph.

(e) *Combination map and profile.*—Carriers may at their option combine the right of way and track map and profile, showing the profile on the lower space of the map sheet.

By the commission:

[SEAL.]

GEORGE B. MCGINTY,
Secretary.

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SPECIFICATIONS

FOR

MAPS

AS PRESCRIBED BY THE

INTERSTATE COMMERCE COMMISSION

IN ACCORDANCE WITH SECTION 19A OF THE
ACT TO REGULATE COMMERCE

SECOND ISSUE

EFFECTIVE JANUARY 1, 1933



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1932

ORDER

At a General Session of the INTERSTATE COMMERCE COMMISSION, Division 1, held at its office in Washington, D. C., on the 25th day of November, A. D. 1932

The subject of specifications for maps to be prescribed for and applied by steam railway carriers being under consideration, the following order was entered:

It is ordered, That the specifications for maps which are set out in printed form to be hereafter known as second issue, a copy of which is now before this Commission, be, and the same are hereby, approved; that a copy thereof, duly authenticated by the Secretary of the Commission, be filed in its archives, and a second copy thereof, in like manner authenticated, in the office of the Bureau of Valuation; and that each of said copies so authenticated and filed shall be deemed an original record thereof.

It is further ordered, That the said specifications for maps be, and the same are hereby, prescribed for the use of all steam railway carriers subject to the provisions of the act to regulate commerce, as amended, in the preparation of all maps which shall be required filed with this Commission in accordance with section 19a of the act to regulate commerce; that each and every carrier and each and every receiver or operating trustee of any such carrier be required to prepare and furnish to the Commission all maps in conformity therewith; and that a copy of the said second issue be sent to each and every such carrier and to each and every receiver or operating trustee of any such carrier.

It is further ordered, That every steam railway carrier shall have available maps of its property and shall currently record thereon the property changes, in conformity with the said specifications.

It is further ordered, That every steam railway carrier shall furnish on request copies of such maps showing its property as it exists on such date or dates as may be fixed by the Commission.

It is further ordered, That the Map Order, so called, First Issue effective February 1, 1914, and modifying and supplemental Valuation Orders Nos. 5, 6 and 23, be, and they are hereby, superseded and cancelled.

And it is further ordered, That January 1, 1933 be, and is hereby, fixed as the date on which the said Second Issue of the Specifications for Maps shall become effective.

By the commission, division 1.

GEORGE B. MCGINTY,
Secretary.

SPECIFICATIONS FOR THE PREPARATION OF MAPS

I. GENERAL

1. INTENT.

In order that the Interstate Commerce Commission may investigate, ascertain, report, and record the value of property of railway carriers as it now exists and as it hereafter may be extended, improved, or changed, it is essential that certain maps shall be available, and copies thereof shall be filed with the Commission whenever requested.

Where maps already in existence contain in the opinion of the Commission the necessary information in such form that it is reasonably available, these will be accepted.

II. MAPS REQUIRED

2. CLASSES AND TITLES.

Two general classes of drawings shall be made by the carriers, viz:

- (1) Right-of-Way and Track Map.
- (2) Station Maps.

3. DESCRIPTION AND PURPOSE.

The Right-of-Way and Track Map shall be a true horizontal projection of the right of way, tracks, and other important facilities.

The Station Maps shall be a supplement to the above for terminals and other locations where the property of carriers is so extensive and complicated that it can not be clearly shown on the Right-of-Way and Track Map.

The maps shall be made of materials of standard quality using conventional symbols and plain lettering.

III. FORM OF MAPS

4. SIZE OF SHEETS.

The maps shall be made in sheets 24 by 56 inches. A plain, single-line border shall be drawn on each sheet, dimensions inside of which shall be 23 by 55 inches. When more than one sheet is required to show a station property, the plat shall be made upon "matched marked" sheets in such manner as to require a minimum number.

5. SCALES.

The Right-of-Way and Track Map shall be made on a scale of 1 inch equals 400 feet, or 1 inch equals 200 feet.

The Station Maps shall be made on a scale of 1 inch equals 100 feet, or in complicated situations 1 inch equals 50 feet.

6. ARRANGEMENT OF DATA.

The maps shall be made with the zero or lowest numbered station at the left side of each sheet and shall be platted continuously from left to right. Where the use of this method would involve the abandonment of established survey station numbers of a railway, the platting may be done in such a way as to preserve them, provided the maps for any given main line or branch are continuous in same direction between termini of main line or branch. The general direction of the center line of track shall be as nearly as possible parallel to and half way between the long sides of sheets, so that the maximum space each side of platted right-of-way lines may be available for showing adjacent topography and property lines and for making notes as to physical property. The maximum

length of main roadway represented on any one sheet (between "match marks") shall be 4 miles, if scale is 1 inch equals 400 feet, or 2 miles if scale is 1 inch equals 200 feet.

7. CARDINAL POINTS.

On all maps an arrow showing the true north and south line (as nearly as can be ascertained from existing records) shall be placed. This arrow shall not be less than 3 inches in length and shall have the letter "N" marked at its north end.

8. INDEXING.

All Right-of-Way and Track Map sheets shall be numbered serially, beginning with sheet 1. The sheets representing valuation sections shall form separate series, and the valuation sections shall be numbered serially with the letter "V" preceding the number. Index numbers shall be in lower right-hand corner of the sheet and inclosed in plain, single-line circle 1 inch in diameter. Valuation numbers shall be in the upper half of circle and sheet number below with a straight line between.

The Station Maps shall be given the same serial number preceded by the letter "S" as the sheet of the Right-of-Way and Track Map which they supplement.

In case a Right-of-Way and Track Map sheet is supplemented by more than one Station Map, a subscript letter should be used after the number, e. g., S 32a, S 32b, etc., where lands and track features are combined; S-L 32a, etc., where land only is shown; and S-T 32a, etc., where track features only are shown.

On the Right-of-Way and Track-Map sheets reference to all Station Maps shall be shown by outlining limits of Station Maps and giving the number of the Station Map sheets.

9. TITLE.

The title shall be placed as near the lower right-hand corner as practicable. The following information shall be given therein:

(1) Class.

Right-of-Way and Track Map.

Station Map.

(2) Corporate name of the railway.

(3) Name of operating company.

(4) Name of railway division or branch line.

(5) Beginning and ending survey station numbers on sheet.

(6) Scale or scales.

(7) Date as of which maps represent the facts shown thereon.

(8) Office from which issued.

10. CERTIFICATION.

A certificate in legal form as to the correctness of all maps shall be executed and shall accompany such maps when submitted to the commission.

IV. DATA REQUIRED

11. ON THE RIGHT-OF-WAY AND TRACK MAP.

On the Right-of-Way and Track Map shall be shown the following data:

(a) *Boundary lines of all right of way.*—The term "right of way" as herein used includes all lands owned or used for purposes of a common carrier, no matter how acquired.

Show: Width of right of way, in figures, at each end of the sheet and at points where a change of width occurs, with station and plus of such points where known; boundary lines and dimensions of each separate tract acquired where known; a schedule of deed, custodian's number, the name of grantor and grantee, kind and date of instrument. Each tract of land shall be given a serial number and listed serially in the schedule. The schedule shall also include reference to leases to the company, franchises, ordinances, grants, and all other methods of acquisition.

(b) *Boundary lines of detached lands.*—The term "detached lands" as herein used includes:

(1) Lands owned or used for purposes of a common carrier, but not adjoining or connecting with other lands of the carrier.

(2) Lands owned and not used for purposes of a common carrier, either adjoining or disconnected from other property owned by the carrier.

Show: Boundary lines and dimensions where known; distance and bearing from some point on the boundary line to some established point or permanent land corner, where practicable, and separately on the schedule above, the lands not used for purposes of a common carrier.

(c) *Intersecting property lines of adjacent landowners.*—Where known show: The property lines of adjacent landowners, the station and plus of important intersections of property lines with center line of railway or other railway base line, and the names of owners of the land adjacent to the right of way.

(d) *Intersecting divisional land lines.*—Where known show: Section, township, county, State, city, town, village or other governmental lines, with names or designations; the width and names of streets and highways which intersect the right of way; and the approximate station and plus at all such points of crossing or intersections with center line of railway or other railway base line.

(e) *Division and subdivision of lands beyond the limits of the right of way.*—Where known show: The section and quarter-section lines for a maximum distance of 1 mile on each side of the center or base line of railway where the land has been subdivided into townships and sections; such data as to divisions, tracts, streets, alleys, blocks, and lots, where the land has been divided in some other way than by sections; the distance, where known, from railway base line to permanent land corners or monuments; and the base line from which the railway's lands were located (center line of first, second, third, or fourth main track or other base line).

(f) *Alignment and tracks.*—Show: The center line of each main and side track when such tracks are outside the limits covered by the Station Maps and center line of each main track also inside Station-Map limits; the length, in figures, of all sidetracks from point of switch to point of switch, or point of switch to end of track; all other railways, crossed or connecting, and state if crossing is over or under grade, and give name of owner of such tracks; survey station number at even 1,000 scale-foot intervals, and station and plus at points of all main line switches at points of curves and tangents and at beginning and ending points on each sheet; the degree and central angle of curves; and joint tracks and ownership thereof.

(g) *Improvements.*—Show: Important facilities in general outlines and give approximate station and plus thereof.

(h) *Topographical features.*—Where practicable show: Water courses, highway crossings, etc. Give names where known, and when highway crossings are over or under grade so state.

12. ON STATION MAPS.

The purpose of the large scale Station Maps is to permit the showing of improvements in more detail than is practicable on the right-of-way and track map.

Where the station property to be mapped is extensive and complicated, it shall be delineated on two separate maps.

(1) Shall show all data relating to ownership of lands.

(2) Shall show all tracks and structures and external land boundaries.

Where practicable, without sacrificing the clearness of the map, the two may be combined into one map.

Show all information set forth under items (a) to (h), inclusive, of section No. 11, when inside of Station-Map limits.

Tracks shall be represented on Station Maps either by center lines or by rail lines.

13. Information called for under items (o) and (e) of section 11 and Station Maps under section 12 may be omitted upon the approval of the Bureau of Valuation.



SPECIFICATIONS
FOR
MAPS AND PROFILES

AS PRESCRIBED BY THE
INTERSTATE COMMERCE COMMISSION
IN ACCORDANCE WITH SECTION 19a OF THE
ACT TO REGULATE COMMERCE

FIRST ISSUE

EFFECTIVE ON FEBRUARY 1, 1914



WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

ORDER

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 12th day of January, A. D. 1914

The subject of specifications for maps and profiles to be prescribed for and applied by steam railway carriers being under consideration, the following order was entered:

It is ordered, That the specifications for maps and profiles which are set out in printed form to be hereafter known as first issue, a copy of which is now before this Commission, be, and the same are hereby, approved; that a copy thereof, duly authenticated by the Secretary of the Commission, be filed in its archives, and a second copy thereof, in like manner authenticated, in the office of the division of valuation; and that each of said copies so authenticated and filed shall be deemed an original record thereof.

It is further ordered, That the said specifications for maps and profiles be, and the same are hereby, prescribed for the use of all steam railway carriers subject to the provisions of the act to regulate commerce, as amended, in the preparation of all maps and profiles which shall be required filed with this Commission in accordance with section 19a of the act to regulate commerce; that each and every carrier and each and every receiver or operating trustee of any such carrier be required to prepare and furnish to the Commission all maps and profiles in conformity therewith; and that a copy of the said first issue be sent to each and every such carrier and to each and every receiver or operating trustee of any such carrier.

It is further ordered, That every steam railway carrier prepare and furnish to the Commission complete maps and profiles of its property as it exists June 30, 1914, on or before February 1, 1915, or by such subsequent date as may be fixed by the Commission as a result of a hearing which will be given any carrier to show cause why said maps and profiles can not be filed within such time limit.

It is further ordered, That maps and profiles of extensions and improvements or other changes made after June 30, 1914, shall be prepared and furnished to the Commission within six months after said extension and improvement or change has been placed in operation.

It is further ordered, That February 1, 1914, be, and is hereby, fixed as the date on which the said first issue of the specifications for maps and profiles shall become effective.

By the Commission.

[SEAL.]

GEORGE B. MCGINTY,
Secretary.

INTRODUCTORY STATEMENT

INTERSTATE COMMERCE COMMISSION,
Washington, January 12, 1914.

To Railway Carriers:

The accompanying specifications for maps and profiles required by the Interstate Commerce Commission under authority of section 19a of the act to regulate commerce prescribe standards which, from date of issue, will apply to all maps and profiles which shall finally be filed with the Commission in connection with the valuation of railway properties.

To enable the Commission to begin the valuation work promptly, the carriers shall furnish for initial use copies of those existing maps and profiles and other standard and special plans that will assist the Commission in its work. These existing maps, profiles, and other plans shall be collected together by the carriers at their general engineering offices for inspection by the Commission, and copies of such maps, profiles, and other plans which it determines useful for its purpose shall be furnished when requested.

Many standard and special plans of structures will be required by the Commission in connection with the valuation, from time to time, but the permanent filing of all such special records with the Commission is not contemplated at this time, and carriers will be required to preserve such plans at their general offices so as to be readily accessible to the Commission.

Attached hereto as Appendix B are illustrative copies (one-half size) of certain of the maps and profiles described in the specifications.

A copy of section 19a of the act to regulate commerce is also included as Appendix A.

Should a question arise at any time in the minds of officers of carriers with regard to the correct interpretation of any portion of these specifications, such officials are invited to correspond with the Commission in order that uniformity may be secured in their application.

GEORGE B. MCGINTY,
Secretary.

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SPECIFICATIONS FOR THE PREPARATION OF THE MAPS AND PROFILES WHICH SHALL BE FILED WITH THE INTERSTATE COMMERCE COMMISSION TO SUPPORT THE VALUATION OF PROPERTY OF RAILWAY CARRIERS

I. GENERAL

1. INTENT.

In order that the Interstate Commerce Commission may investigate, ascertain, report, and record the value of property of railway carriers as it now exists and as it hereafter may be extended, improved, or changed, it is essential that certain maps and profiles shall be prepared by the carriers and filed with the Commission.

It is not the intent of the Commission to require the unnecessary construction of maps and profiles. All maps and profiles, both old and new, must be furnished upon sheets of the standard sizes and upon material of the kind specified, and they must be produced or reproduced by the process specified.

All new maps and profiles, whether covering new construction or old construction, must be strictly in accordance with these specifications.

Where maps and profiles already in existence contain in the opinion of the Commission the necessary information in such form that it is reasonably available, these will be accepted.

For the purpose of ascertaining to what extent their present maps are acceptable carriers may bring together at their principal engineering offices such maps and profiles as they desire to tender. Thereupon the Commission will at once examine the same and will indicate in writing what are acceptable in their present form and what changes or additions should be made in order to make others acceptable.

Except in case of existing maps and profiles accepted or modified as above, these specifications must be strictly followed.

II. MAPS AND PROFILES REQUIRED

2. CLASSES AND TITLES.

Three general classes of drawings shall be made by the carriers and filed with the Commission, viz:

(1) Right-of-Way and Track Map.

(2) Station Maps.

(a) Maps showing all lands, separately from improvements, when this is necessary for clearness.

(b) Maps showing tracks and structures and external land boundaries.

(3) Profile.

3. DESCRIPTION AND PURPOSE.

The Right-of-Way and Track Map shall be a true horizontal projection of the right of way, tracks, and other structures, platted continuously between district or terminal points.

The Station Maps shall be a supplement to the above for terminals and other locations where the property of carriers is so extensive and complicated that it can not be clearly shown on the Right-of-Way and Track Map. The Station Maps shall be made in two separate sets, one showing details as to lands and the other the tracks, structures, and external land boundaries, except that where practicable to show clearly on one map all information specified herein after, this may be done.

The Profile shall be a vertical, sectional view on center line of track (or other railway base line) on an exaggerated vertical scale, and shall show the features of the railway track substructure and superstructure, which can best be indicated in vertical projection; also such other detail information as is herein after more fully set forth.

III. MATERIALS

4. CLOTH.

All maps and profiles shall be made by hand or by a lithographic process, approved by the Commission, on the best grade of tracing cloth (Imperial or its equal).

5. INK.

The ink used for making maps and profiles shall be the best grade, black, waterproof, and permanent india or printer's ink. The profile ruling shall be printed in orange (colored) ink where hand tracings are furnished.

IV. FORM OF MAPS AND PROFILES

6. SIZE OF SHEETS.

The Right-of-Way and Track Map shall be made in sheets 24 by 56 inches. A plain, single-line border shall be drawn on each sheet, dimensions inside of which shall be 23 by 55 inches.

The Station Maps shall be made in sheets 24 by 56 inches, with border line as above. When more than one sheet is required to show a station property, the plat shall be made upon "matched marked" sheets in such manner as to require a minimum number.

The profile shall be made in sheets 12 by 56 inches with border. The size inside of border lines shall be 10 by 55 inches.

7. SCALES.

The Right-of-Way and Track Map shall be made on a scale of 1 inch equals 400 feet, or 1 inch equals 200 feet.

The Station Maps shall be made on a scale of 1 inch equals 100 feet, or in complicated situations 1 inch equals 50 feet.

The Profile shall be made on standard plate A, and on scales of: Vertical, 1 inch equals 20 feet; horizontal, 1 inch equals 400 feet.

8. SYMBOLS.

The symbols used on all maps and profiles shall be the standards recommended by the American Railway Engineering Association, in so far as they may be applicable.

9. LETTERING.

All lettering on maps and profiles shall be in plain, simple style.

10. ARRANGEMENT OF DATA.

The Right-of-Way and Track Map sheets shall be made with the zero or

the abandonment of established survey station numbers of a railway, the platting may be done in such a way as to preserve them, provided the maps or profiles for any given main line or branch are continuous in same direction between termini of main line or branch. The general direction of the center line of track shall be as nearly as possible parallel to and half way between the long sides of sheets, so that the maximum space each side of platted right-of-way lies may be available for showing adjacent topography and property lines and for making notes as to physical property. The maximum length of main roadway represented on any one sheet (between "match marks") shall be 4 miles, if scale is 1 inch equals 400 feet, or 2 miles if scale is 1 inch equals 200 feet.

The Station Maps shall be made as prescribed above for Right-of-Way and Track Maps.

The Profile shall be made so that any serially numbered sheet shall cover the same portion of the railway as the like serially numbered sheet or sheets of the Right-of-Way and Track Map. Platting shall be done as specified above. The 2½-inch space immediately above the lower border line shall be used for track alignment and topographic data. The remaining 7½-inch space shall be used for platting the profile in such a way as to most economically utilize the space.

11. CARDINAL POINTS.

On all Right-of-Way and Track Map sheets and Station Maps an arrow showing the true north and south line (as nearly as can be ascertained from existing records) shall be placed. This arrow shall be not less than 3 inches in length and shall have the letter "N" marked at its north end.

12. INDEXING.

For each series of Right-of-Way and Track Maps there shall be made a small skeleton index map on a scale of not less than one-fourth inch equals 1 mile. Where practicable this index map may be placed on any vacant space of the first sheet of a series, and where made on a separate sheet it shall be 24 by 56 inches. This index map shall show by outline with file numbers therein the sheets of a series, the name of main line division or branch line, the principal cities or towns, and the beginning and ending station numbers of series, and any other information carrier may elect to place thereon.

All Right-of-Way and Track Map sheets and Profile sheets shall be numbered serially, beginning with sheet 1. The sheets representing valuation sections shall form separate series, and the valuation sections shall be numbered serially with the letter "V" preceding the number. The letter "P" shall precede the serial number or numbers of the profile sheets. Index numbers shall be in lower right-hand corner of the sheet and inclosed in plain, single-line circle 1 inch in diameter. Valuation numbers shall be in the upper half of circle and sheet number below with a straight line between.

The Station Maps shall be given the same serial number preceded by the letter "S" as the sheet of the Right-of-Way and Track Map which they supplement.

In case a Right-of-Way and Track Map sheet is supplemented by more than one Station Map, a subscript letter should be used after the number, e. g., S 32a, S 32b, etc., where lands and track features are combined; S-L 32a, etc., where land only is shown; and S-T 32a, etc., where track features only are shown.

On the Right-of-Way and Track-Map sheets reference to all Station Maps shall be shown by outlining limits of Station Maps and giving the number of the Station Map sheets.

The carrier's file number shall also be placed on all map and profile sheets in the lower left-hand corner.

13. TITLE.

The title shall be placed as near the lower right-hand corner as practicable. The following information shall be given therein:

(1) Class.

Right-of-Way and Track Map.

Station Map.

Profile.

(2) Corporate name of the railway.

(3) Name of operating company.

(4) Name of railway division or branch line.

(5) Beginning and ending survey station numbers on sheet.

(6) Scale or scales.

(7) Date as of which maps or profiles represent the facts shown thereon.

(8) Office from which issued.

14. CERTIFICATION.

A certificate as to the correctness of all maps and profiles shall be printed and executed on the first sheet of each series, and each of the other sheets of the same series shall be identified as a part thereof. The certificate on the first sheet of each series shall be placed as near the title as practicable and shall be of the following form:

State of _____

County of _____

I, the undersigned, officer of the _____
(Name of railway company)

do hereby certify that this is a correct _____
(Map or profile)

in a series of _____ sheets, of said railway from survey station
_____ to survey station _____
(Main line, division, or branch)

_____, State of _____
prepared from the records of said company.

Engineer.

Correct:

(Name of officer authorized to certify records)

Subscribed and sworn to before me this _____ day of _____

Notary public in and for the
County of _____
State of _____

My commission expires _____

The identification on the other sheets of a series shall be of the following form and placed as near the title as practicable:

Sheet No. _____ of _____ of _____
(Series) (Railway, main line or branch)
from survey station _____ to survey station _____

Engineer.

V. DATA REQUIRED

15. ON THE RIGHT-OF-WAY AND TRACK MAP.

On the Right-of-Way and Track Map shall be shown the following data:

(a) *Boundary lines of all right of way.*—The term "right of way" as herein used includes all lands owned or used for purposes of a common carrier, no matter how acquired.

Show: Width of right of way, in figures, at each end of the sheet and at points where a change of width occurs, with station and plus of such points; boundary lines and dimensions of each separate tract acquired; a schedule of deed, custodian's number, the name of grantor and grantee, kind of instrument, date and book and page where recorded. Each tract of land shall be given a serial number and listed serially in the schedule. The schedule shall also include reference to leases to the company, franchises, ordinances, grants, and all other methods of acquisition.

(b) *Boundary lines of detached lands.*—Where same can be shown clearly. The term "detached lands" as herein used includes:

(1) Lands owned or used for purposes of a common carrier, but not adjoining or connecting with other lands of the carrier.

(2) Lands owned and not used for purposes of a common carrier, either adjoining or disconnected from other property owned by the carrier.

Show: Boundary lines and dimensions; distance and bearing from some point on the boundary line to some established point or permanent land corner, where practicable, and separately on the schedule above, the lands not used for purposes of a common carrier.

(c) *Intersecting property lines of adjacent landowners.*—Where the information is in the possession of the carrier show: The property lines of adjacent landowners, the station and plus of important intersections of property lines with center line of railway or other railway base line, and the names of owners of the land adjacent to the right of way.

(d) *Intersecting divisional land lines.*—Show: Section, township, county, State, city, town, village, or other governmental lines, with names or designations; the width and names of streets and highways which intersect the right of way; and the station and plus at all such points of crossing or intersections with center line of railway or other railway base line.

(e) *Division and subdivision of lands beyond the limits of the right of way.*—Where the information is in the possession of carrier show: The section and quarter-section lines for a maximum distance of 1 mile on each side of the center or base line of railway where the land has been subdivided into townships and sections; such data as to divisions, tracts, streets alleys blocks, and lots, where the land has been divided in some other way than by sections; the distance, where known, from railway-base line to permanent land corners or monuments; and the base line from which the railway's lands were located (center line of first, second, third, or fourth main track or other base line).

(f) *Alignment and tracks.*—Show: The center line of each main and side track when such tracks are outside the limits covered by the Station Maps and center line of each main track also inside Station-Map limits; the length, in figures, of all sidetracks from point of switch to point of switch, or point of switch to end of track; all other railways, crossed or connecting, and state if crossing is over or under grade, and give name of owner of such tracks; survey station number at even 1,000 scale-feet intervals, and station and plus at points of all main line switches at points of curves and tangents and at beginning and ending points on each sheet; the degree and central angle of curves; and joint tracks and ownership thereof.

(g) *Improvements*.—Show: Station and office buildings, shops, engine houses, fuel stations, water stations, etc. (owned by the carrier), in general outline, where it can be done clearly. Also indicate conventionally: Bridges, trestles, culverts, tunnels, retaining walls, cattle guards, mileposts, signal bridges and ground masts, fences by note only, and other principal railway structures owned by the carrier, with general data as to dimensions; and, where practicable, pipe lines, sewers, underground conduits, paving, curbing, or similar works located on the right of way of the carrier or adjoining and owned by the carrier in whole or in part. Give station and plus to all important structures which are outlined above.

(h) *Topographical features*.—Show: Rivers, creeks, watercourses, highway crossings, etc. Give names where known, and when highway crossings are over or under grade so state.

16. ON STATION MAPS.

The purpose of the large scale Station Maps is to permit the showing of improvements in more detail than is practicable on the right-of-way and track map.

Where the station property to be mapped is extensive and complicated, it shall be delineated on two separate maps.

(1) Shall show all data relating to ownership of lands.

(2) Shall show all tracks and structures and external land boundaries.

Where practicable, without sacrificing the clearness of the map, the two may be combined into one map.

Show all information set forth under items (a) to (h), inclusive, of section No. 15, when inside of Station-Map limits, and all other surface and subsurface improvements owned by the carrier and not hereinbefore noted, as far as may be practicable.

Tracks shall be represented on Station Maps either by center lines or by rail lines.

17. ON PROFILE.

The following data shall be placed on all Profiles:

(a) *Roadway*.—Show: The vertical projection of the original ground surface on center line of railway; present grade line (top of the roadbed subgrade); rates of grade; elevations (sea-level datum) at all points of change of grade, at each end of sheets and where profile is "broken," at 50-foot (scale) intervals; and the station and plus to points of change of grade and station numbers at each 1,000-foot (scale) interval near lower border of sheet.

(b) *Structures*.—Show: Bridges, trestles, culverts, retaining walls, tunnels, and other roadbed structures in vertical projection, stating the kind and general dimensions by figures; average depth of penetration of piling in each bent of trestles, or under other structures, by vertical projection; character of, and depth to foundation bed of masonry structures by vertical projection; reference to railway file numbers of the detail standard or special plans by which the structures were built; existing mileposts; and the station and plus of each of the above indicated improvements.

(c) *Quantities*.—Profiles of railways built after the date of issue of these specifications shall show for each mile a summary of construction quantities to subgrade, including roadway, bridges, and culverts. Profiles of railways built before the issue of these specifications may show, at the option of the carrier, similar quantities in the same summary form.

(d) *Alignment and track.*—Show: On the lower 2½ by 55-inch space of the profile sheet, the center line of each main track, developed into straight line or lines, with alignment notes of curves stated in figures; the station and plus at points of curves and tangents; and other data, such as passing tracks, depot buildings, water and fuel stations, highway crossings, railway crossings, and important watercourses that will assist in interpreting the profile. For platting transversely a scale of 1 inch equals 200 feet shall be used.

APPENDIX A

(17)

APPENDIX A

(17)

An Act To amend an Act entitled "An Act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, and all Acts amendatory thereof by providing for a valuation of the several classes of property of carriers subject thereto and securing information concerning their stocks, bonds, and other securities.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, as amended, be further amended by adding thereto a new section, to be known as section nineteen a, and to read as follows:

"Sec. 19a. That the commission shall, as hereinafter provided, investigate, ascertain, and report the value of all the property owned or used by every common carrier subject to the provisions of this Act. To enable the commission to make such investigation and report, it is authorized to employ such experts and other assistants as may be necessary. The commission may appoint examiners who shall have power to administer oaths, examine witnesses, and take testimony. The commission shall make an inventory which shall list the property of every common carrier subject to the provisions of this Act in detail, and show the value thereof as hereinafter provided, and shall classify the physical property, as nearly as practicable, in conformity with the classification of expenditures for road and equipment, as prescribed by the Interstate Commerce Commission.

"First. In such investigation said commission shall ascertain and report in detail as to each piece of property owned or used by said common carrier for its purposes as a common carrier, the original cost to date, the cost of reproduction new, the cost of reproduction less depreciation, and an analysis of the methods by which these several costs are obtained, and the reason for their differences, if any. The commission shall in like manner ascertain and report separately other values, and elements of value, if any, of the property of such common carrier, and an analysis of the methods of valuation employed, and of the reasons for any differences between any such value, and each of the foregoing cost values.

"Second. Such investigation and report shall state in detail and separately from improvements the original cost of all lands, rights of way, and terminals owned or used for the purposes of a common carrier, and ascertained as of the time of dedication to public use, and the present value of the same, and separately the original and present cost of condemnation and damages or of purchase in excess of such original cost or present value.

"Third. Such investigation and report shall show separately the property held for purposes other than those of a common carrier, and the original cost and present value of the same, together with an analysis of the methods of valuation employed.

"Fourth. In ascertaining the original cost to date of the property of such common carrier the commission, in addition to such other elements as it may deem necessary, shall investigate and report upon the history and organization

of the present and of any previous corporation operating such property; upon any increases or decreases of stocks, bonds, or other securities, in any reorganization; upon moneys received by any such corporation by reason of any issues of stocks, bonds, or other securities; upon the syndicating, banking, and other financial arrangements under which such issues were made and the expense thereof; and upon the net and gross earnings of such corporations; and shall also ascertain and report in such detail as may be determined by the commission upon the expenditure of all moneys and the purposes for which the same were expended.

"Fifth. The Commission shall ascertain and report the amount and value of any aid, gift, grant of right of way, or donation, made to any such common carrier, or to any previous corporation operating such property, by the Government of the United States or by any State, county, or municipal government, or by individuals, associations, or corporations; and it shall also ascertain and report the grants of land to any such common carrier, or any previous corporation operating such property, by the Government of the United States, or by any State, county, or municipal government, and the amount of money derived from the sale of any portion of such grants and the value of the unsold portion thereof at the time acquired and at the present time, also, the amount and value of any concession and allowance made by such common carrier to the Government of the United States, or to any State, county, or municipal government in consideration of such aid, gift, grant, or donation.

"Except as herein otherwise provided, the commission shall have power to prescribe the method of procedure to be followed in the conduct of the investigation, the form in which the results of the valuation shall be submitted, and the classification of the elements that constitute the ascertained value, and such investigation shall show the value of the property of every common carrier as a whole and separately the value of its property in each of the several States and Territories and the District of Columbia, classified and in detail as herein required.

"Such investigation shall be commenced within sixty days after the approval of this Act and shall be prosecuted with diligence and thoroughness, and the result thereof reported to Congress at the beginning of each regular session thereafter until completed.

"Every common carrier subject to the provisions of this Act shall furnish to the commission or its agents from time to time and as the commission may require maps, profiles, contracts, reports of engineers, and any other documents, records, and papers, or copies of any or all of the same, in aid of such investigation and determination of the value of the property of said common carrier, and shall grant to all agents of the commission free access to its right of way, its property, and its accounts, records, and memoranda whenever and wherever requested by any such duly authorized agent, and every common carrier is hereby directed and required to cooperate with and aid the commission in the work of the valuation of its property in such further particulars and to such extent as the commission may require and direct, and all rules and regulations made by the commission for the purpose of administering the provisions of this section and section twenty of this Act shall have the full force and effect of law. Unless otherwise ordered by the commission, with the reasons therefor, the records and data of the commission shall be open to the inspection and examination of the public.

"Upon the completion of the valuation herein provided for the commission shall thereafter in like manner keep itself informed of all extensions and improvements or other changes in the condition and value of the property of all common carriers, and shall ascertain the value thereof, and shall from time to

time, revise and correct its valuations, showing such revision and correction classified and as a whole and separately in each of the several States and Territories and the District of Columbia, which valuations, both original and corrected, shall be tentative valuations and shall be reported to Congress at the beginning of each regular session.

"To enable the commission to make such changes and corrections in its valuations of each class of property, every common carrier subject to the provisions of this Act shall make such reports and furnish such information as the commission may require.

"Whenever the commission shall have completed the tentative valuation of the property of any common carrier, as herein directed, and before such valuation shall become final, the commission shall give notice by registered letter to the said carrier, the Attorney General of the United States, the governor of any State in which the property so valued is located, and to such additional parties as the commission may prescribe, stating the valuation placed upon the several classes of property of said carrier, and shall allow thirty days in which to file a protest of the same with the commission. If no protest is filed within thirty days, said valuation shall become final as of the date thereof.

"If notice of protest is filed the commission shall fix a time for hearing the same, and shall proceed as promptly as may be to hear and consider any matter relative and material thereto which may be presented in support of any such protest so filed as aforesaid. If after hearing any protest of such tentative valuation under the provisions of this Act the commission shall be of the opinion that its valuation should not become final, it shall make such changes as may be necessary, and shall issue an order making such corrected tentative valuation final as of the date thereof. All final valuations by the commission and the classification thereof shall be published and shall be prima facie evidence of the value of the property in all proceedings under the Act to regulate commerce as of the date of the fixing thereof, and in all judicial proceedings for the enforcement of the Act approved February fourth, eighteen hundred and eighty-seven, commonly known as "the Act to regulate commerce," and the various Acts amendatory thereof, and in all judicial proceedings brought to enjoin, set aside, annul, or suspend, in whole or in part, any order of the Interstate Commerce Commission.

"If upon the trial of any action involving a final value fixed by the commission evidence shall be introduced regarding such value which is found by the court to be different from that offered upon the hearing before the commission, or additional thereto and substantially affecting said value, the court, before proceeding to render judgment shall transmit a copy of such evidence to the commission, and shall stay further proceedings in said action for such time as the court shall determine from the date of such transmission. Upon the receipt of such evidence the commission shall consider the same and may fix a final value different from the one fixed in the first instance, and may alter, modify, amend or rescind any order which it has made involving said final value, and shall report its action thereon to said court within the time fixed by the court. If the commission shall alter, modify, or amend its order, such altered, modified, or amended order shall take the place of the original order complained of and judgment shall be rendered thereon as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

"The provisions of this section shall apply to receivers of carriers and operating trustees. In case of failure or refusal on the part of any carrier, receiver, or trustee to comply with all the requirements of this section and

in the manner prescribed by the commission such carrier, receiver, or trustee shall forfeit to the United States the sum of five hundred dollars for each such offense and for each and every day of the continuance of such offense. Such forfeitures to be recoverable in the same manner as other forfeitures provided for in section sixteen of the Act to regulate commerce.

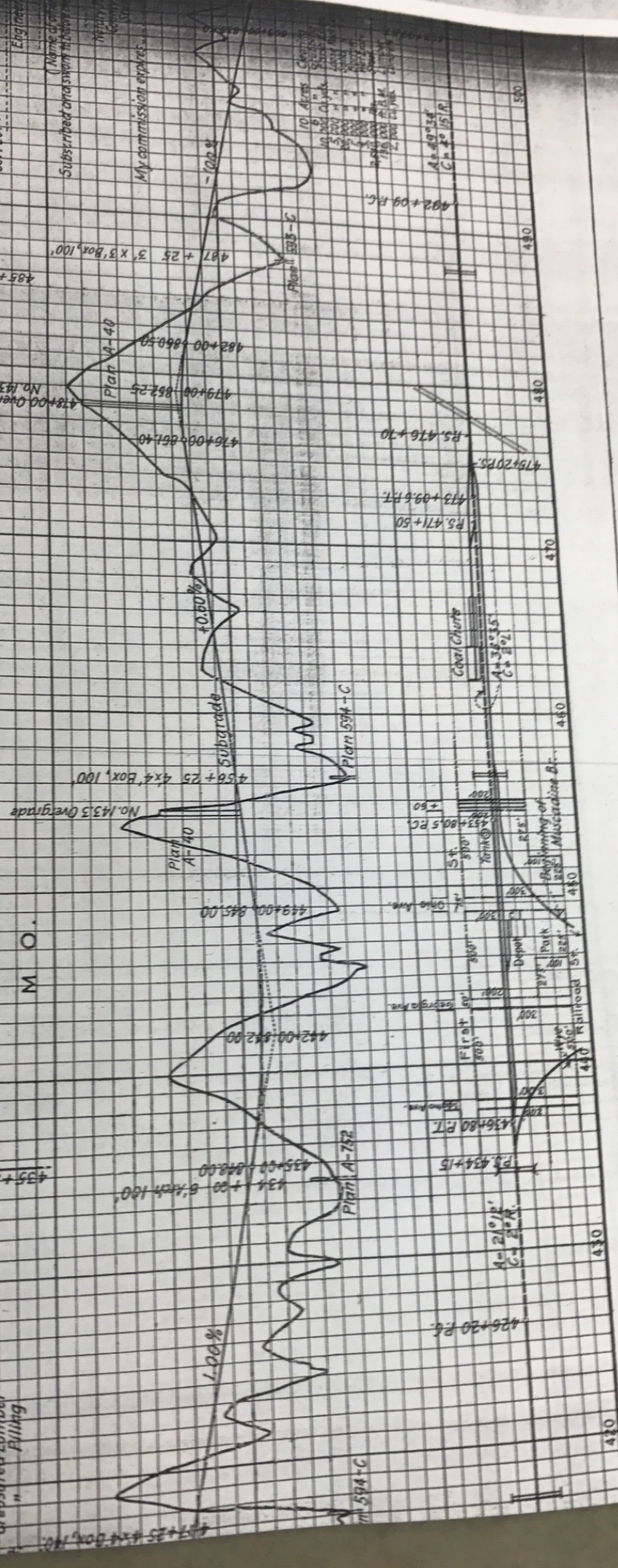
"That the district courts of the United States shall have jurisdiction, upon the application of the Attorney General of the United States at the request of the commission, alleging a failure to comply with or a violation of any of the provisions of this section by any common carrier, to issue a writ or writs of mandamus commanding such common carrier to comply with the provisions of this section."

Approved March 1, 1913.

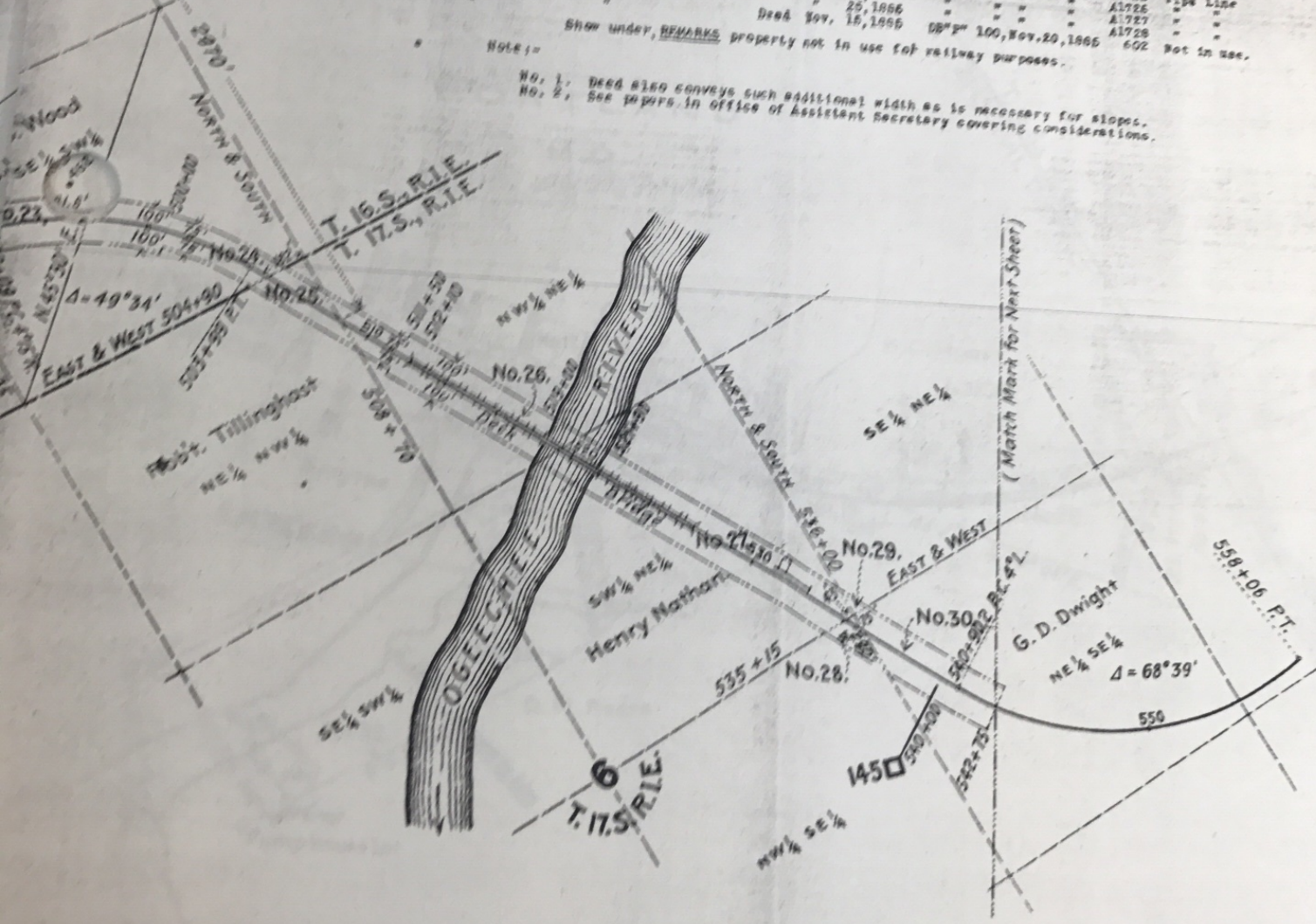
State of Florida
County of Prince George

1. The undersigned, official of
Francisco, do hereby certify that
incorporated twenty-five (25) years
ago, viz., on the 31st day of May, 1900,
at St. Louis, Missouri, the
of said company.

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FLAND



NUMBER	GRANTEE	GRANTEE	INSTRUMENT	DATE	RECORD	CUSTOMER'S SUBJECT	REMARKS
1. W. W. Stebbins	N.Y. & S.F.R.R. Co.		Deed	Jan. 15, 1885	DB"R" 150, Jan. 20, 1885		
2. E. J. L. Hall	"	"	"	" 15, "	" 150, "		
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and San Francisco map, in a series of
 imental sheets of said
 station 561+55
 in the records of said

RIGHT-OF-WAY AND TRACK MAP

NEW YORK AND SAN FRANCISCO R.R.
 Operated by the

PORTLAND MO.



State of Florida.
County of Prince George.
I, the undersigned, officer of
Railroad do hereby certify that the
twenty-five primary sheets and
railroad from survey station 331 +
Madison Division, State of Missouri,
company.
Correct: _____ Engineer.

(Note : Titles and Certificate
Forms may be Stamped
instead of Hand Drawn.)